

Dec. 19.

ONE CARGO OF SALT HERRING.

SOME MARKET BOATS HAVE FEW
FISH AND MAY DECIDE TO
SELL LATER.

One lone arrival here since last report is all that can be said this morning. Quite a fleet of the market boats are in for harbor, but the only craft to come in from the eastward is sch. Atalanta, Capt. Richard Wadding, from Bonne Bay, N. F., with a full cargo of salt herring.

Quite a number of the Newfoundland salt herring fleet are due and should be along now most any time.

Some of the market boats which are in here this morning because there is no chance to fish have some fish on board, the result of one set. Some of them may land, while others may decide to keep on board what they have and get another set before marketing.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Atalanta, Bonne, Bay, N. F., 1050 bbls. salt herring, 160 bbls. pickled herring.

Sch. Thalia, shore, 4000 lbs. fresh fish.

Sch. Emily Sears, shore, 3000 lbs. fresh fish.

Sch. Mary E. Cooney, shore, 6000 lbs. fresh fish.

Sch. Walter P. Goulart, shore, 5000 lbs. fresh fish.

Sch. Stranger, shore.

Sch. A. C. Newhall, shore.

Sch. Galatea, shore.

Sch. Buema, shore.

Sch. Harriet, shore.

Sch. Manomet, shore.

Sch. Matthew S. Greer, shore.

Sch. Emerald, shore.

Sch. Frances P. Mesquita, shore.

Sch. Ida S. Brooks, shore.

Sch. Annie and Jennie, shore.

Sch. Rita A. Viator, shore.

Sch. Grace Otis, pollock seining.

Sch. Hortense, shore.

Vessels Sailed.

Sch. Effie M. Prior, Newfoundland frozen herring trip.

Sch. Rob Roy, Newfoundland frozen herring trip.

Sch. Hattie A. Heckman, eastern deck handlining.

Sch. Mettacommet, pollocking.

Sch. Hattie F. Knowlton, haddock-ing.

Sch. Stranger, haddocking.

Sch. Walter P. Goulart, haddocking.

Sch. Mary DeCosta, haddocking.

Sch. Frances P. Mesquita, haddock-ing.

Sch. Thalia, haddocking.

Sch. Clara G. Silva, haddocking.

Sch. Emily Sears, haddocking.

Sch. Ida S. Brooks, haddocking.

Sch. Annie and Jennie, haddock-ing.

Sch. Harriet, haddocking.

Sch. Mary E. Silveira, haddocking.

Sch. Matthew S. Greer, haddocking.

Today's Fish Market.

Bay of Islands salt herring, \$4.50 per bbl., Bonne Bay salt herring \$3.75 per bbl., pickled herring \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.20 per cwt.; round pollock, \$1.15 per cwt.

Georges handline salt cod, \$5.25 for large and \$4.75 for medium.

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Lobsters From Nova Scotia.

The first shipment of lobsters from the provinces came in on the steamer Boston from Yarmouth yesterday. There were about 50 crates, the small shipment probably being due to the new lobster laws, which went into force recently, and to the storm.

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MADE VERY QUICK HERRING TRIP.

SCH. ATALANTA WITHIN ONE DAY
OF EQUALLING LAST YEARS'
RECORD.

CAPT. WADDING HAS MADE TWO
TRIPS IN TWO MONTHS.

Sch. Atalanta, Capt. Richard Wadding, which arrived at this port early yesterday morning, from Bonne Bay, N. F., with a full cargo of salt herring, has made a flying trip indeed, and came very close indeed to equaling the great trip record of 17 days made by sch. Indiana last season.

The Atalanta left here late, on November 30, and proceeded immediately to Bonne Bay, not having any too good a chance along. When she got there, herring were exceptionally plentiful, and the vessel was loaded in double quick time, and lost no minutes in getting away for home.

Capt. Wadding kept the craft moving all right, and was six days from port to port. He didn't get a real good chance along until he struck the Cape Shore, and up that stretch of coast, with her hold full and 160 barrels of herring on deck, the craft made the most of the favoring wind, only to run into the recent gale in crossing the Bay of Fundy.

With the wind ahead, it knocked out

her fine chance of breaking the record, but Capt. Wadding kept the schooner coming, and came through it all without losing a barrel off deck, or starting a ropeyarn. Early this morning, she poked her nose in by Eastern Point, having made the round trip in the remarkably short time of 18 days, only one day behind the record of the Indiana.

Capt. Wadding has been doing a hustle in this Newfoundland herring fishery this season, for he was only gone a month on his first voyage, sailing from here October 18, and arriving November 18, and part of that time he was hung up after arriving down there, waiting for herring to strike in. But as it is, two herring trips in two months, including 11 days at this port, unloading and fitting out again, is certainly "going some."

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FROST NOW AT BAY OF ISLANDS.

VESSELS NOW LOADING HERRING
NATURALLY FROZEN ON
SCAFFOLDS.

Advices from Bay of Islands, N. F., are to the effect that there is now frost there and some of the vessels have begun to load with frozen herring. This is the first real frost of the season.

There was a little spell of frost about ten days or more, but it was of very short duration and did not last long enough for the vessels to put any fish on the scaffolds. All last week the weather was somewhat colder than it had been previously and the captains felt that the frost would soon strike and their idea is confirmed by the news received that freezing weather is at last with them.

Dec. 19.

ANOTHER STEAM TRAWLER.

Four Craft To Be Built for Bay State
Fish Company.

A new steam trawler to be named Crest is planned by the Bay State Fish Company of T wharf, but not yet started. Like her predecessors, the Spray, Foam and Ripple, she will be built at Fore River shipyard, Quincy, but construction will not begin for some time. It will probably be late next summer before she will start on her regular fishing trips. A year ago the company had only the Spray in operation, and she had but a short time before begun to yield profit. Now the Foam is in service, and the Ripple ready to begin service. The Bay State Fish Company is one of the largest concerns in the fish business, and the steamers are the only ones of their type to be found on the Atlantic coast.

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Portland Fishing Notes.

It may be great fun to go deep sea fishing in the summer time, but if you want to have the real genuine bona fide experience of a deep sea fisherman you should have been on board either the schooner Hockomock or the Mertis H. Perry which arrived at Portland Friday morning early.

Capt. E. T. Brown of the latter craft said he does not know when he has passed such a night as he did Thursday. He and the Hockomock were in company, for both had been fishing in Rockland bay. They sought shelter in Boothbay as soon as the snow began to fall in the afternoon and they stayed there until midnight, when the moon came out clear and bright.

Anxious to get their fares into Portland early, they set sail for that port. It was no easy trip. In fact the two schooners had the hardest experience either of them has had this season. It was a continual battle with the waves. The spray dashed as high as the cross trees so that when the craft made port they were well iced up. The Perry proved the smarter sailer and was there several hours in advance of the other craft.

Both vessels had good trips. The Perry landed 25,000 pounds and the Hockomock 12,000, all of which were taken out at Commercial wharf.

Portland is now supplying a lot of the bait being used by the fishermen along the New England coast. Both herring and bluebacks are being sent from the plant of the cold storage company to all points.

One of the best stocks made by a Portland vessel in a long time is that of the sch. Eva and Mildred which arrived in Boston Thursday with a fare of 28,000 pounds of mixed fish. Her crew received about \$1200 for the trip.

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LOST GEAR BY STORM.

INCOMING FISHERMEN REPORT
THE GALE OF GREAT SE-
VERITY ON THE BANKS.

Tales of the late storm were told and retold at T wharf yesterday morning, and the captains of vessels that escaped some loss were congratulated. Some of the shore vessels made sets of their trawls Sunday, and then ran in with the few fish they got, the captains feeling sure that prices would be good.

Sch. Alice Lost Greater Portion of
Her Gear.

The knockabout Alice, Capt. Edward Russell, had worse luck than most of the other vessels. Capt. Russell had been to the south Georges, but had run up to the Channel grounds on Wednesday. Thursday morning before the gale struck off Chatham the crew of the Alice were able to put out their trawls, and more than 50 tubs were set out.

The gale came from the southeast, and Capt. Russell was obliged to run out to sea, and leave his trawls to fate. Saturday afternoon, late he returned, but there was no trawl or buoys in sight. The men went out, however, and grappled for the lines, and succeeded in saving about 20 of them, but the other 30 could not be found. This brings a loss to the vessel of more than \$300.

Sch. Onato Was Badly Iced Up in
Storm.

The big offshore fishing schooner Onato, Capt. Henry Larkin, was among the vessels at T wharf yesterday morning. Capt. Larkin had been fishing off Louisburg, N. S., and was on his way home Thursday, when the storm struck his vessel. The spray iced her from stem to stern and froze on the ropes and dories until the whole deck and everything on it was a mass of ice. The intense cold kept all who could be spared from active work on deck down near the stoves. Although it was mild weather Sunday, and the men had worked with axes and mallets, and had shoveled off the ice from the deck there were still heavy masses of ice over the dories and cables on the deck.

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Haddock Trip Stocks.

Sch. Esperanto, Capt. Frank Enslo, stocked \$1700 as the result of her recent haddock trip.

Sch. Siletto, Capt. Lewis Carritt, stocked \$1600 on her fare landed Saturday at T wharf.

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THE WHALING INDUSTRY OF JAPAN

Meat Has Superseded Beef on National Bill of Fare.

Business of Catching Has Grown During the Last Ten Years.

Prof. Roy C. Andrews of the American Museum of Natural History staff has just returned from a 38,000-mile trip through unfrequented parts of the Pacific ocean. He brought many stories of thrilling experiences on land and sea, also large number of race specimens for the museum collection. Prof. Andrews says that whale meat has almost superseded beef on the bill of fare of the average Japanese and that in the last 10 years the whaling industry on the coast of Japan has grown to such an extent that the whales in that part of the Pacific are in danger of becoming very scarce.

The professor says that the best cuts of whale steak retail in Japan at 12 cents a pound and that the average Japanese prefers whale to beef. In taste, he says, the whale steak is not unlike venison. It is coarser than beef. The favorite methods of cooking whale steak are broiling, frying and baking. There will be no meat famine in Japan as long as whales hold out. Then perhaps the Japs will go back to beef.

Prof. Andrews, who made most of his journey in the United States government ship Albatross, made an especial study of the whaling industry in Japan. He brought back the skeletons of an 80-foot sulphur-bottom whale, a 70-foot finback, a 46-foot Sei, and two killer whales, one 22 feet, the other 26 feet long, besides many specimens and a large amount of data concerning porpoises and dolphins found in the waters surrounding the South Sea islands and the Dutch East Indies.

At least one of the porpoises captured by the professor was new to science, and several others are entirely new to the museum collection. The professor joined the Albatross through the courtesy of the national bureau of fisheries, and his duty was to attend to the shore collection among the islands visited by the vessel. The islands visited included the Philippines,

Borneo, Celebes, the Molucca islands, Formosa, Loo Choo and Japan.

Many Stations Operated in an Up-to-date Manner.

He found many whaling stations, all operated in an up-to-date manner by the Japanese, with Norwegian gunners employed however, for the capture of the whales. One of the largest whaling concerns there is the Oriental Whaling Company of Osaka. The professor says that the officials of this company were courteous in the extreme, and not only did all they could to further his investigations, but presented the museum a large number of skeletons.

Before going to Japan Prof. Andrews had made a study of the whales and whaling industry of Alaska, so he was able to compare the methods pursued in the two localities. He says that in Japan no part of the whales captured is allowed to go to waste. Every pound of flesh is eaten, the blubber refined into oil and the bones are ground and used as fertilizer. The whalebone is used commercially. The meat of the humpbacked whale, he says, is the best of eating, although practically all kinds are used for food.

"Until 10 years ago the Japanese paid little attention to the whaling industry," said Prof. Andrews. "There were some Japanese whalers before that, but 10 years ago the Russians started in to catch whales off the coast of Japan, using modern methods. Since then the industry has been brought up to date in every particular, and a great deal of money is being made.

Harpoon Bombs Displacing the Old Time Lances.

"The Japanese have found that the best whale gunners in the world are the Norwegians, nearly every Japanese whaler having a Norwegian to operate the gun. The old method of lancing whales has given place to the modern one of firing a harpoon bomb into the big sea animals. The bomb, filled with black powder, operated with a fine fuse, is attached to the point of the harpoon. Four minutes after the harpoon enters the whale the bomb ex-

plodes, usually killing it instantly. If the bomb fails to kill the whalers lance the animal through the lungs.

"The tail of the whale is considered the greatest delicacy by the Japanese. Some are sold raw and some are salted as is the stomach. So great is the demand for whale meat in Japan that there is danger of a whale scarcity there in the future. While the government allows only 30 whale ships to operate in the business in Japan the number of whales captured is unrestricted.

During his studies Prof. Andrews discovered what he believed to be the explanation of the oil tank in the head of all sperm whales. The presence of this oil tank has always been a mystery to scientists. Twenty barrels or more of pure oil often is found in this tank. Prof. Andrews says that he believes the tank is a provision of nature to feed the whale when other food is scarce. He says that his experiments seemed to show that the oil from this tank is absorbed by the whale's body in time of food scarcity. This seemed to be borne out by the fact that in all of the thin whales captured the head tank was nearly empty of oil. In the fat ones the head tank was full.

Several whales captured while the professor was pursuing his investigations

Bore the Marks of Desperate Struggles With the giant squid, or octopus, of the

Pacific. These so-called devil fish form part of the food of the sperm whales. Often the monsters fight desperately, and on the jaws of several sperm whales taken were marks made by the tentacles of the octopus.

One exciting experience told by the professor happened while he was at sea on one of the Oriental company's whale boats, a 108-ton, iron-hulled steamer, under the command of Capt. Y. E. Anderson.

"A sardine whale, some 45 tons in weight, had been shot," said Prof. Andrews. "The captain and crew and I were on deck watching. Immediately the harpoon disappeared the whale sank. A moment later we saw the harpoon rope straighten out and hum through the water. The whale went a little way, then turned and bore straight for us. Capt. Anderson shoved his wheel hard over and tried to swing the ship's bow to meet the onrushing leviathan. But the ship did not move quick enough.

"The whale struck us on the port beam, glancing along the side, and went smash into the propeller. The ship trembled, for the whale was racing onward at 25 knots an hour. Then, with a final struggle, the beast died. Had it struck us abeam there is no doubt at all that the ship would have gone to the bottom."

Dec. 20.

MR. ANDERSON'S APPOINTMENT

Of Special Importance to Fishing Interests of New England.

Will Be Connected With Negotiations and Outstanding Claims.

Chandler P. Anderson of New York, who was appointed for the state department last week, will assume the duties of his office at once.

The appointment is one of particular interest to Gloucester, and indeed to the entire New England fishing



CHANDLER P. ANDERSON,
Recently Appointed Counsellor for the
State Department.

interest, as Mr. Anderson will be connected with the reciprocity negotiations between this country and Canada, which will be resumed in January, and also, without doubt, with the settlement of a large number of out-

standing claims against Great Britain, among which are those of many local vessel owners, both individuals and firms, for vessels seized and dues, etc., alleged illegally imposed and collected, and which matters, as a whole, are to soon be taken up, with prospects of being settled within a reasonable time.

Mr. Anderson is associated with his brother in a large law practice in New York city, having offices at 35 Wall street, and has also for several years done important work for the state department, particularly in case or negotiations concerning Great Britain and Canada and the United States.

In the recent North Atlantic coast fisheries arbitration, at The Hague, Mr. Anderson, as agent for the United States, prepared and handled the case for this government, a work which he performed with such faithfulness and skill as to not only bring victory for the United States contention in the main, but also to attract international attention to his own abilities.

The position of counsellor of the state department is an advisory one and considered second only in importance to that of the secretaryship itself, and Mr. Anderson's appointment is an eminently fitting one.

Dec. 20.

FISHERMAN A CURIOSITY.

PREDICTION MADE REGARDING
THE DECLINE IN AMERICAN
SHIPPING.

A writer in the Boston Transcript, in speaking of the decline of American shipping, has this to say:

"Granted that it is for the coastal and collier fleets, there is still a fleet of sail on the New England coast admittedly the finest two-masted schooners in the world—the fishermen. Four ports of Massachusetts principally contribute to this fleet: Gloucester, Boston, Duxbury and Provincetown. A few hail from Swampscott and Beverly. Maine ports keep contributing. The Nova Scotian Lunenburg sends out another large fleet. For practical purposes, however, the New England fishing fleet is referred to as hailing from Gloucester and Boston. Its sails dot our sea views from January to December, they are the handsomest vessels on the coast, and certainly as seaworthy as any. We inquire, naturally, with a little more anxiety than that felt for the colliers whether these, too, are doomed to go before steam competition.

A few years ago, the first steam trawler, the Spray, was built and sent out to the fishing grounds. For a long time she failed to pay. Finally Captain Green, a Newfoundlander, took command; and ever since the vessel has earned her living and more. Last summer a sister trawler, the Foam, came to T wharf, and a third, the Ripple, is being built. An East Boston firm has, meanwhile, begun to send three small steamers to the fishing grounds. A month ago it was announced in Portland that contracts had been awarded the Portland company for the construction of three large fishing steamers for the Atlantic Fertilizer Oil Company of New York. The contracts for the hulls have been sub-let, two to Cobb & Butler of Rockland, Me., and one to A. D. Story of Essex, Mass. It should be added that while these three steamers will make Promised Land, Long Island, their home port, another steamer of the same type has already been contracted for and the assistant manager of the Portland company expects that eight more of the same sort will be built there within a year. As against this, there are on the ways today at Essex five hulls of fishing schooners, two nearly completed, and the others well under way. The head of the East Boston firm which operates the steamers, declares that in 20 years a fishing schooner will be a curiosity. Others, acquainted with the many types of fishing steamer in use in the North Sea predict a fish wharf where none but these will be the craft to call. Old fishermen, who know the stony bottoms off shore, nod a comfortable security over the future of sail. Still others see, in the combination of sail and gasoline auxiliary engines, a permanently successful competitor to steam. These are the main facts of the situation. Predictions can be made according to taste. In the meanwhile, however, those who value the marine traditions of this coast are urged to get all the enjoyment possible out of the sight of the fishing schooners."

Nova Scotia Lighthouse Changes.

On or about 1st December, 1910, there will be placed at the undermentioned localities on the south coast of Nova Scotia for testing purposes gas buoys with a new type of acetylene illuminating apparatus. The characteristics of the light will be somewhat different from those of the lights now maintained at these stations. The tests will extend over a period of 13 months.

The combined gas and bell buoy now maintained in the northern entrance to Lunenburg bay, will be replaced by a combined gas and bell buoy showing a white light.

The gas buoy moored 1-7 mile south of Neverfall shoal in the approach to Halifax, will be replaced by a gas buoy showing a white light visible one second and eclipsed four seconds alternately.

The combined gas and bell buoy now moored off the southern extremity of Thrumcap shoal, in the approach to Halifax, will be replaced by a combined gas and bell buoy showing a red light visible one second and eclipsed four seconds alternately.

The gas buoy marking the Middle round, west of McNab's Island, Halifax harbor, will be replaced by a gas buoy showing a white light.

The lighthouse erected by the government of Canada at Money point, Northeastern extremity of Cape Breton Island, about 2-3 mile N. 12 deg. E. from the site of the old lighthouse, will, without further notice, be put in operation on the opening of navigation in 1911, when the exhibition of a light from the old lighthouse will be discontinued.

The light will be a flashing white light, showing one bright flash every five seconds. The light will be elevated 110 feet above the high water mark, and should be visible 16 miles over an arc of 250 deg., from S. 45 deg. E. through south, west and north to N. 25 deg. E.

Portland Fish Notes.

The fishing schooner Eva and Mildred arrived Sunday from Boston where she has landed two good fares of fish within the past 10 days, the men sharing \$90 each. She started for Portland last Thursday, but got caught in the gale and after a rather rough experience succeeded in getting into Gloucester, where she remained until Saturday.

Nearly 40,000 pounds of fish were landed at this port, yesterday by three fishing schooners, the Colonial, of Gloucester, the Lochinvar and the Bernie and Bessie of the local fleet coming in from the fishing grounds with large fares.

The Lochinvar was the high liner of the trio, as she landed 22,000 pounds of mixed fish. The Bernie and Bessie brought in 12,000 pounds of mixed fish, while the Colonial landed 3000 pounds of halibut and 4000 pounds cod.

Boston Fishing Vessel Sold.

With the departure of the Boston fishing schooner Gertrude for Fortune Bay, N. F., that port will lose another of its clipper vessels. The schooner will be changed to British registry, and Capt. Walter Kennedy, who purchased her from F. J. O'Hara, will engage in double-dory trawling on the Grand banks.

The Gertrude has a cargo for the Newfoundland fleet, including 20 automatic foghorns, oil clothing, lines and hooks. She also has 100 barrels of kerosene. Capt. Kennedy expects to cover the 600 miles to his destination in about four days.

Sch. Regina Landed Fish at Boston.

Capt. Jere Shea, who saved the crews of the two barges, Binghamton and Scranton, and brought the Binghamton to Boston, towed by the tug Underwriter, was followed into Boston yesterday morning by sch. Regina. He did not intend to land the 6000 pounds of fish he had taken before the storm, but finding that he would have to remain ashore today brought the schooner to T wharf, and sold his fish. The salvage crew of the Regina, who accompanied the Binghamton, are still aboard of her. The tow from off Chatham cost them \$300.

Late Albicore.

The dealers at T wharf got a big surprise yesterday morning, when a big albicore was brought down the wharf from the Yarmouth steamer. No one could recall having seen an albicore in the market just from the water so late in the season before. The fish was a monster and weighed 575 pounds.

SOME GOOD TRIPS
AT T WHARF.STEAM TRAWLERS SPRAY AND
FOAM ADD TO THE FISH RE-
CEIPTS AT T WHARF.

T wharf has seven fine trips from off shore this morning, including those of the steam trawlers Spray and Foam, it incidentally being quite unusual for both these crafts to be in the same day.

Of the 10 market boats in several have large sized trips, evidently having been fishing on the Maine coast, where, in Rockland bay, fish have been unusually plentiful of late.

The off-shore vessels in are schs. Francis J. O'Hara, Jr., Terra Nova, Vanessa, Fannie Belle Atwood and Squanto and they have from 37,000 to 53,000 pounds each, sch. Squanto having the latter amount.

Of the boats, sch. Aspinet with 30,000 pounds, tops the list. Sch. Sylvia M. Nunan has 21,000, sch. Genesta 17,000, and sch. Gladys and Nellie 16,000 pounds.

Prices are off a bit, haddock selling for \$3.50 to \$4 for new and \$3 for old, large cod dropping to \$3.50 to \$4 for large. Hake are strong at \$4.50 and pollock brought \$3.

Boston Arrivals.

The fares and prices in detail are:
Sch. Francis J. O'Hara, 25,000 haddock, 8000 cod, 8000 hake.

Steamer Spray, 48,000 haddock, 500 cod.

Sch. Terra Nova, 25,000 haddock, 10,000 cod, 1000 hake, 5000 cusk.

Sch. Vanessa, 26,000 haddock, 17,000 cod, 7000 hake.

Sch. Fannie Belle Atwood, 24,000 haddock, 6500 cod, 1000 hake, 5000 cusk.

Sch. Squanto, 25,000 haddock, 19,000 cod, 9000 cusk.

Sch. Evelyn L. Thompson, 5000 haddock, 2000 cod, 2000 hake, 2000 pollock.

Sch. Matthew S. Greer, 2500 haddock, 1200 cod, 3000 hake, 2000 pollock.

Sch. Genesta, 9000 haddock, 4500 cod, 3500 hake.

Sch. Little Fannie, 1000 haddock, 600 cod, 1000 pollock.

Sch. Sylvester, 3000 cod.

Sch. Mabelle E. Leavitt, 2500 cod.

Sch. Valentina, 4000 pollock.

Sch. Sylvia M. Nunan, 14,000 haddock, 5000 cod, 2000 hake.

Steamer Foam, 26,000 haddock, 5000 cod.

Sch. Aspinet, 10,000 haddock, 7000 cod, 7000 hake, 6000 cusk.

Sch. Gladys and Nellie, 7000 haddock, 7000 cod, 2000 hake.

Haddock, \$3 to \$4 per cwt.; large cod, \$3.50 to \$4; market cod, \$2 to \$3; hake, \$4.50; cusk, \$1.75; pollock, \$3.

Fulton Fish Market Notes.

The week just ended has not been a very active one. Trade on Thursday was not as brisk notwithstanding that two fish days were to come. Earlier in the week there was not the same amount of trade which the wholesalers expected, for Wednesday was a fish day. During all the week there was a fair supply of nearly all varieties of green fish, excepting southern bluefish. There were none of the latter in the market.

The salt water fish market had a deserted appearance Friday, cold weather undoubtedly keeping city buyers away, while the wants of the shipping trade has been filled the previous day. There was a good deal of frozen fish in the market, still there was plenty of green stock, notably groundfish and southern catches, in addition to a little Pacific coast halibut. Groundfish was much cheaper yesterday than on Thursday, the drop in steak cod being about two cents per pound. Other varieties of groundfish were lower in proportion.

SCH. MARGARET
HAS HALIBUT.ONLY OFFSHORE CRAFT WHICH
HAS MADE PORT SINCE
LAST REPORT.

All but about half a dozen of the market boats went out last night, and tomorrow or Thursday will find them a T wharf, Boston, after which the majority of them will haul off until after Christmas.

The half dozen above referred to have already hauled off and will not go out again until after Christmas, the skippers and men taking this glad-some holiday as a good opportunity for a vacation and a stay at home with their families.

Arrivals are still shy of Mother Ann, for since last report but one off shore craft has made port, sch. Margaret of the fresh halibut fleet, after a hard weather trip to the eastward, arriving with a small catch. Her skipper reports fish scarce and bad fish weather.

RECORD RED
SNAPPER FARE.SCH. ALCINA ASTONISHED PEN-
SACOLA DEALERS BY SIZE
OF FIRST TRIP.

Sch. Alcina, recently purchased from Boston parties by Capt. Frank Cooney of this port and sent south to engage in the red snapper fishery, has jumped upon a high pinnacle in the fishing Hall of Fame at a single bound.

The craft left this port early in November under command of Capt. Littlejohn of Portland, and with a Gloucester crew, dashed down the coast and across the gulf of Mexico to Campeche bank in the fast time of 15 days, fished 12 days and took four days on the passage from the bank to market at Pensacola, her new home port, and astonished the fish dealers and fishermen, too, by hauling for the great amount of 75,000 pounds of red snappers.

And she had them, too. Capt. Littlejohn and his crew felt pretty good, and they certainly had reason to, for the fare of the vessel is the largest in the red snapper line ever landed at any port in the history of the fishery.

The unusually big stock of \$2400 was the result of the great catch and the share of the crew will be something for the Pensacola fishermen to talk about for many a day.

During the forenoon sch. Lottie G. Merchant arrived from Bay of Islands, N. F., with a full cargo of salt herring. Capt. Tobin reports very bad weather from Halifax to the westward, evidently catching a part of the blizzard which raged here Thursday night and Friday, but the craft met with no mishap.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Margaret, Quero Bank, 15,000 lbs. fresh fish, 6000 lbs. salt cod, 1000 lbs. halibut.

Sch. Lottie G. Merchant, Bay of Islands, N. F., 1330 bbls. salt herring, 100 bbls. pickled herring.

Sch. Hortense, shore.

Sch. Hattie Knowlton, shore.

Sch. Flora J. Sears, shore.

Sch. Mary DeCosta, shore.

Sch. Georgiana, shore.

Vessels Sailed.

Sch. Lucania, haddocking.

Sch. Frances P. Mesquita, haddocking.

Sch. Thalia, haddocking.

Sch. Ida S. Brooks, haddocking.

Sch. Emily Sears, haddocking.

Sch. Rita A. Viator, haddocking.

Sch. Mary E. Cooney, haddocking.

Sch. Manomet, haddocking.

Sch. Harriett, haddocking.

ch. Buema, haddocking.

Sch. Galatea, haddocking.

Sch. Hortense, haddocking.

Sch. Stranger, haddocking.

Sch. A. C. Newhall, haddocking.

Sch. Walter P. Goulart, haddocking.

Sch. Emerald, pollocking.

Sch. Essex, Newfoundland.

Sch. Maxine Elliott, Newfoundland.

Br. sch. Violet Courtney, Boston.

Today's Fish Market.

Bay of Islands salt herring, \$4.50 per bbl., Bonne Bay salt herring \$3.75 per bbl., pickled herring \$5 per bbl.

Eastern deck headline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.10 per cwt.; hake, \$1.30

per cwt.; dressed pollock, \$1.20 per cwt.; round pollock, \$1.15 per cwt.

Georges headline salt cod, \$5.25 for large and \$4.75 for medium.